



Flying in the CAP

Note: This document is intended to provide an overview of the requirements to fly CAP aircraft. It is the reader's responsibility to read and understand the text of the various referenced CAP and FAA regulations and forms.

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There are several flight activities in which you can qualify to participate. All require you to first pass a written exam covering CAP flight operations and a flight check ride and become "a Form 5 Pilot" (details describe later). The flight activities are:

- Basic Flight Competency
- Cadet Orientation Flights
- Transport Flights
- Disaster Relief Flights
- Drug Surveillance Flights
- Search and Rescue Flights



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CAP Pilot Requirements

The following is from [CAPR 60-1](#), pages 9 & 10.

CAP Pilot

The following basic requirements must be met to be qualified as a CAP pilot in CAP aircraft:

- 1) Be an active CAP member at least 17 years of age (16 years of age for CAP glider pilots).
- 2) Possess a valid FAA private, commercial or airline transport pilot certificate.
- 3) Possess a class III or higher medical certificate (not required for gliders).
- 4) Possess a current flight review IAW [FAR 61.56](#).
- 5) Satisfactorily complete a CAPF 5 flight check in an aircraft (in an appropriate group) within the preceding 12 months.
- 6) Complete an annual CAPF 5 written examination and annual aircraft questionnaires for each aircraft authorized to fly.

Cadet Orientation Pilot

The following requirements must be met to be designated as a cadet orientation pilot:

- 1) Be an active CAP pilot at least 21 years of age (or 18 years of age with a valid FAA CFI certificate).
- 2) CAP powered pilots must have a minimum of 200 hours (300 hours for AFROTC orientation flights) total pilot-in-command (PIC) time in the category and class of airplane to be used.
- 4) Satisfactorily demonstrate a thorough knowledge of the cadet orientation flight program syllabus to a CAP check pilot and have the CAPF 5 flight check annotated as qualified to conduct cadet orientation flights.
- 5) Be designated in writing as a cadet orientation pilot in the applicable aircraft group(s) by the present Executive Director, region or wing commander or their designee. Complete GAWG Form 5-10 http://gawg.cap.gov/forms/GAWGF_5/

CAP Cadet Orientation Flight Syllabus can be downloaded from http://level2.cap.gov/documents/u_082503081932.pdf

AFROTC Orientation Flight Syllabus can be downloaded from http://level2.cap.gov/documents/u_102203142715.pdf

Exams for both can be accessed at

<https://ntc.cap.af.mil/ops/tests/default.cfm?Message=Ok&grp=dov&CFID=507271&CFTOKEN=87824686>



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The following is from [CAPR 60-3](#), page 13.

Mission Pilot

Search and Rescue (SAR)/Disaster Relief (DR) Mission Pilot.

- 1) **Trainee.** Satisfy the following for issuance of a [CAPF 101T-MP](#):
 - a) At least 18 years of age.
 - b) Current and qualified CAP pilot in accordance with [CAPR 60-1](#), with at least 200 (175 to start training) hours pilot in command time including at least 50 hours of cross-country flying.
 - c) Qualified mission scanner per requirements listed on [CAPF 101T-MS](#).
- 2) **Qualified.** Complete all requirements listed on [CAPF 101T-MP](#).

Transport Mission Pilot

Satisfy the following for issuance of a CAPF 101 (a training card shall not be issued for this specialty) (see notes 1 and 2):

- a) At least 18 years of age.
- b) Current and qualified CAP pilot in accordance with [CAPR 60-1](#), with at least 100 hours pilot in command time including at least 50 hours of cross-country flying.

NOTE 1: Personnel presently current and qualified as a SAR/DR mission pilot are automatically qualified as a transport mission pilot.

NOTE 2: On authorized ES missions transport mission pilots can only:

- Transport emergency services qualified CAP members required for an authorized mission
- Ferry aircraft required for a authorized ES mission
- Transport parts and equipment owned by CAP or a CAP member to a mission base or staging area
- Fly “high bird” communications sorties on an authorized ES mission

Mission Scanner

- 1) **Trainee.** Satisfy the following for issuance of a [CAPF 101T-MS](#):
 - a) At least 18 years of age.
- 2) **Qualified.** Complete all requirements listed on CAPF 101T-MS.

Mission Observer

- 1) **Trainee.** Satisfy the following for issuance of a [CAPF 101T-MO](#):
 - a) At least 18 years of age.
 - b) Qualified mission scanner.
- 2) **Qualified.** Complete all requirements listed on CAPF 101T-MO.



Proficiency Requirements for CAP Pilots

Pilots are encouraged to maintain currency and proficiency by accomplishing a self-conducted proficiency flight as described below at least once every 90 days (C-1 mission symbol for Form 5 qualified).

The following is from [CAPR 60-1](#), ATTACHMENT 7, page 25.

SELF-CONDUCTED PROFICIENCY FLIGHT GUIDELINES

This attachment provides a recommended self-conducted proficiency flight profile that may be used to improve pilot confidence and currency in a particular. It is recommended that the procedures outlined below be accomplished at least once each 90 days to maintain pilot proficiency.

1. Preflight.

- a. Obtain a flight release from a designated flight release officer.
- b. Review the Aircraft Flight Manual/Pilot Operating Handbook (AFM/POH), including limitations, operating procedures (normal, abnormal and emergency), loading, performance, etc.
- c. Accomplish the aircraft preflight inspection.

2. Flight Profile.

- a. Accomplish normal taxi, takeoff and departure to the local practice area.
- b. Upon reaching the practice area and at an altitude of at least 3,000 feet AGL, conduct appropriate clearing turns.

MAINTAIN CONSTANT VISUAL AWARENESS OUTSIDE THE COCKPIT THROUGHOUT ALL MANEUVERS

- 1) Perform 720° steep bank turns (45-50° bank) in both directions while maintaining altitude within 100 feet.
- 2) Maintain altitude within 100 feet and heading within 5° while slowing to 1.2 VS1. Accomplish left and right turns of at least 90° duration while maintaining altitude within 100 feet. While maintaining heading within 5°, reduce power to idle and increase pitch attitude to maintain altitude until onset of stall warning. Recover straight ahead with minimum altitude loss and re-establish a speed of 1.2 VS1.
- 3) Extend flaps to approach position and reduce speed to onset of stall warning while maintaining altitude within 100 feet and heading within 5°. Increase power as necessary to maintain altitude. Accomplish left and right turns of at least 90° duration while maintaining altitude within 100 feet. Increase power to takeoff power while simultaneously increasing pitch attitude to simulate a go-around condition and begin a medium bank



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turn in either direction. Raise the nose until onset of stall warning.

Recover straight ahead with minimum altitude loss and re-establish the speed used at the beginning of this maneuver.

- 4) Extend flaps to landing position, extend landing gear (if applicable), and reduce speed to onset of stall warning while maintaining altitude within 100 feet and heading within 5°. Increase power as necessary to maintain altitude. Accomplish left and right turns of at least 90° duration while maintaining altitude within 100 feet. While maintaining a constant heading within 5°, reduce power to normal approach power setting and begin a typical final approach descent. Increase pitch attitude until onset of stall warning. Accomplish a full recovery straight ahead, climbing to the altitude at which the maneuver was started.
- 5) Establish level flight, maintaining altitude within 100 feet and heading within 5° while reducing speed to 1.2 VS1 with flaps and gear (if applicable) retracted. Without changing power, establish a 30° bank turn in either direction, and smoothly increase elevator back pressure until onset of stall warning. Recover straight ahead with minimum altitude loss.

c. Return to the airport to accomplish the following takeoff and landing exercises:

- 1) Perform a normal landing, using full flaps, to a touch and go.
- 2) Perform a short field landing to a full stop, with a simulated 50-foot obstacle located at the runway threshold using the procedures recommended in the AFM/POH.
- 3) Taxi back to the departure end and perform a soft field takeoff using the procedures recommended in the AFM/POH.
- 4) Perform a soft field landing to a full stop using the procedures recommended in the AFM/POH.
- 5) Taxi back to the departure end and perform a short field takeoff using the procedures recommended in the AFM/POH.
- 6) Accomplish additional practice takeoffs and landings as desired.
- 7) Perform a normal landing to a full stop.

3. Post Flight

- a. Secure the aircraft in the hanger or tie down location (including fueling, cleaning windshield, etc.).
- b. Complete necessary flight time reports.
- c. Conduct a post-flight inspection of the aircraft.
- d. Review your performance!



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Mission Pilot Proficiency Training

The following is from CAPR 60-1 (E) ATTACHMENT 9 10AUGUST 2001, page 28.

ADDITIONAL PROFICIENCY FLYING TRAINING FOR SAR/DR/CD MISSION PILOTS

The following syllabus guidelines provide procedures for "Proficiency Flight Training for SAR/DR/CD Mission Pilots." This training is optional and is available for up to a maximum of **4 hours per calendar month per individual SAR/DR/CD mission pilot**. Proficiency Flight Training for SAR/DR/CD mission pilots **may not** lead to higher airman ratings or certificates. **These proficiency flights are Air Force-assigned nonreimbursed missions and should be released using mission symbol B-12 (reference CAPR 60-1, attachment 10).**

Select from the following list of procedures and maneuvers as appropriate:

1. Perform the self-conducted proficiency flight procedures as outlined CAPR 60-1 (E) Attachment 7.

2. Cross Country Flying:

- a. Preparation of aeronautical charts, navigation log, and FAA flight plan.
- b. Filing, activating and closing flight plan.
- c. Mixture leaning procedures.
- d. Pilotage procedures.
- e. Dead reckoning and in-flight use of navigation log.
- f. Departure, en route and arrival radio communications procedures.
- g. Unfamiliar airport procedures:
 - (1) Controlled.
 - (2) Uncontrolled.
- h. Post-flight.

3. Night Flying:

- a. Night pre-flight.
- b. Use of taxi light.
- c. Taxi
- d. Take-off, departure, climb out.
- e. Local area orientation.
- f. Traffic patterns, approaches and full stop landings.
- g. Use of landing lights.
- h. Post flight.

4. Instrument Flying (Requires a Safety Pilot):

- a. Basic radio navigation.
 - (1) VOR position finding.
 - (2) VOR tracking.
 - (3) ADF homing.
- b. Basic instrument maneuvers.
 - (1) Straight and level and turning flight.
 - (2) Straight and turning constant airspeed climbs.
 - (3) Straight and turning constant airspeed descents.
 - (4) Level, climbing, and descending turns to headings.
- c. Advanced instrument maneuvers (if instrument rated).
 - (1) ILS approaches.
 - (2) VOR approaches.
 - (3) NDB approaches.
 - (4) Holding (intersection, terminal).



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The following is from CAPR 60-1 ATTACHMENT 10, page 40

MISSION SYMBOLS

AFAM - USAF Reimbursable

Mission Symbol Description

- A1 AFRCC SAR missions
- A2 AFNSEP missions (NOTE 1)
- A3 Counterdrug Actual missions
- A4 Counterdrug Training missions
- A5 SAR/DR training/evaluation missions/CAPR 60-2 inspections (NOTE 2)
- A6 AFROTC orientation flights including flights to and from the orientation site
- A7 CAPFs 5 & 91 evaluation and *National Check Pilot Standardization Course* and flight clinics
- A18 Homeland Security Missions
- A99 Missions specifically approved by the Air Force (e.g., low-level survey, courier, etc.)
- A911 Missions requiring prompt action to save lives, prevent human suffering or to mitigate great property damage. Funded by Customer or CAP appropriated mission budget.

AFAM – USAF Non-reimbursable (May be reimbursed by non-Air Force agencies)

- B9 Red Cross missions
- B10 FEMA missions
- B11 NOAA & NWS missions
- B12 Mission pilot proficiency flights IAW CAPR 60-1, Attachments 9-1, 9-2, 9-3, 9-4, 9-5, 9-6 and SAR/DR training IAW CAPR 60-3
- B13 Support to federal or national relief agencies with an Air Force approved MOU
- B14 Support to state, county and local agencies when approved by AF/XOH
- B17 CAPFs 5 & 91 evaluations, NCPSC flights, and flight clinics flown under an AF mission number
- B18 Homeland Security missions
- B99 Other missions specifically approved by the USAF (e.g., media, public official, etc.)

CAP Corporate Missions

Mission Symbol Description

- C8 Air transport to/from squadron or higher official conferences or meetings
- C9 Maintenance flights (includes flights in support of aircraft delivery and pickup)
- C14 Support to state, county and local agencies not approved as an AFAM
- C15 Cadet orientation flights IAW the cadet orientation flight program syllabus
- C16 Cadet flights: training, flight encampments/academies, cadet encampments, IACE
- C17 Proficiency and training flights not designated as an USAF assigned mission
- C18 Homeland Security missions
- C19 Orientation flights for CAP Aerospace Education Members
- C20 Glider tow plane flights (includes ferry flights)
- C99 Other missions specifically approved by the National/region/wing commander
- C911 Missions requiring prompt action to save lives, prevent human suffering or to mitigate great property damage. Funded by Customer or CAP wing's corporate (non-appropriated) budget

Other

- L1 USAF liaison personnel flying

NOTE 1: Does not include FEMA (B10) missions, Red Cross (B9) missions, or support to other federal or national relief agencies with an Air Force approved MOU (B13).

NOTE 2: CAPR 60-2 inspections are only authorized as an A5 mission if pre-approved on a CAPF 10 in advance by the CAPUSAF Liaison Region.



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Form 5 Checkout Details

There are certain qualifications that must be met for each. The first is the Form 5 written exam and second, the flight check ride. Every CAP pilot regardless of pilot rating, experience, flight time, etc must meet the Form 5 requirements annually. Go to <https://ntc.cap.af.mil/ops/dot/> and download the Form 5 exam. It contains the Form 5 written exam so you can prepare to take the exam on-line when you are ready. Be sure you have a current copy of the 60-1 as the Form 5 exam is taken for it.

Preparing for the Form 5

Summary

There are 10 steps to getting your check ride.

1. Insure you are proficient. Practice!
2. Take the Form 5 written test.
3. Complete the Aircraft Questionnaire and Statement of Understanding.
4. Schedule a Form 5 Check ride with your CAP Check Pilot.
5. Obtain a mission number (Form 5's are currently 100% reimbursable).
6. Take the Form 5 Check ride.
7. Make copies of your paperwork for personal reference.
8. Complete and mail your Form 108 for reimbursement.
9. Turn your paperwork in to your squadron admin (goes in your pilot folder).
10. Fly Safely!

Step 1 – Make Sure You Are Proficient

The Form 5 Check Ride is a test of how safe and comfortable you are with the aircraft. Prepare yourself for the check ride by going up with another pilot do a "mock" check ride. Make sure your stalls, steep turns, ground reference maneuvers, and various types of landings (short, crosswind, etc) are up to PTS standards. You should also insure that your safety pilot is comfortable with assisting you in the event of trouble such as a spin or bad landing. Ideally, a CAP member who is a CFI would be the best choice.

Step 2 – Take the Written Exam

You can take the test at your leisure. First, you will need a copy of the CAP Flight Management CAP Regulation 60-1 (CAPR 60-1). There is a copy available at the squadron or download it from http://level2.cap.gov/documents/u_082503073227.pdf. Second, download a copy of the exam by going to http://level2.cap.gov/visitors/programs/operations/standardization_evaluation/. Now you can research and answer the questions at your leisure. Once you complete this step of the test, you can then take the exam online at http://level2.cap.gov/visitors/programs/operations/ops_online_courses_exams/.

The questions are the same and you will just need to copy your answers to the online test. NOTE: This is the best way to do this as you only get 2 chances to pass the online exam! Note: You must take the Form 5 check ride within 90 days of taking the written exam.



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Step 3 - Complete the Aircraft Questionnaire and Statement of Understanding.

Make a copy of the Aircraft Questionnaire found on page 19 of [CAPR 60-1](#). You will also need the POH from the aircraft type you intend to fly for your Form 5 check ride. All the questions are straightforward and it basically makes you more familiar with the aircraft and the POH.

Make a copy of the Statement of Understanding found on page 17 of [CAPR 60-1](#). It just requires your signature and date. Only one copy need be on file and thus does not need to be completed annually.

Step 4 - Schedule your Check ride.

Below are the names and phone numbers of the check pilots you can schedule your check ride with.

Check Pilot	Location	Phone Number	E-Mail
Jim McHenry	Savannah	(912) 660-3659	cap@proaviator.com
Mike Mitchell	Brunswick	(912) 638-2024	mikesuznco@yahoo.com

Step 5 - Obtain a mission number.

Form 5 Check Rides are 100% reimbursed by the US Air Force for Mission Pilots only. Once you have set a date to fly with the Check Pilot, you need to send an e-mail to Capt. Patrick Zarnick at captz03@hotmail.com requesting the Mission Number and provide the following information:

Your Name
Rank
CAP Serial Number
Squadron Number
Phone number
a/c N number and type
Airport Identifier flying out of
State that request is for a Form 5 check ride.

NOTE: It's best to request the Mission Number at least one week before your check ride is scheduled.

Maj. Patrick Zarnick
e-mail
captz03@hotmail.com

Home Phone
770-982-9828

Work Phone
770-451-7905 ext 112



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Step 6 - Take the Form 5 Check Ride.

On the day of your check ride, you will need to insure you have all of your paperwork completed and ready for review by the Check Ride Pilot. You will need to have with you the following:

- Signed and Dated "Statement of Understanding"
- Completed Aircraft Questionnaire
- Certificate you printed on successful completion of the Form 5 written (2 copies)
- Your CAP membership card
- Your pilot certificate
- Your medical
- Proof of your last Biannual Flight Review
- Your logbook
- Completed [CAPF 71](#) for check ride aircraft

It's a good idea to have copied on a single, 8 ½ x 11 sheet your CAP ID card, pilots license, medical, and BFR. Some check pilots require this for their records.

Be prepared and take the following with you to your check ride:

- Current aeronautical chart covering the area where check ride to be taken.
- Current approach plates (if seeking IFR privileges).
- E6B or equivalent
- Current copy of CAPR 60-1 and SER supplement.
- Current FAR/AIM
- Your logbook (including any necessary endorsements and compliance with §61.57(a)(1)).

A copy of CAP Form 5 called CAP Pilot Flight Evaluation-Airplane was part of the kit you have downloaded earlier. Complete the information required on the top line of your Form 5 (take 2 copies).

Be safe and have a great flight!

Step 7 - Complete and mail your Form 108.

In order to get reimbursed, you will need your original fuel receipt and your completed [Form 108](#) and a copy of the completed Form 5. Be sure to make yourself copies and mail the original fuel receipt, Form 108 and copy of Form 5 to:

Maj. Patrick Zarnick
1706 Hunters Trace SW
Lilburn, GA 30047

Mail the Form 108 and attached original fuel receipt as soon after your check ride as you can.

Note: You must be a Mission Pilot or a Transport Mission Pilot to be reimbursed for Form 5 check rides.



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Step 8 - Make copies of your paperwork

It is a good practice to maintain a duplicate copy of your pilot folder at your residence in the event something gets lost and needs replacing. Make copies of all paperwork from Step 6. Originals are given to the Squadron Admin Officer in Step 9 below.

Step 9 - Update your Pilot Folder.

Give the signed/originals/copies to the Squadron Admin Officer. Before you can fly CAP aircraft, your Squadron Pilot Folder must contain the following items:

- Signed and Dated "Statement of Understanding"
- Completed Aircraft Questionnaire
- Certificate you got on successful completion of the Form 5 written
- Form 5 completed and signed by check pilot
- Copy of your CAP membership card
- Copy of your pilot certificate
- Copy of your medical
- Copy of your Biannual Flight Review

Step 10 - Fly the CAP Aircraft

You're now a qualified CAP pilot! Wear your wings proudly, encourage others to fly, never forget the flight release (before and after), and remember to refuel after your flight. Keep up your proficiency at least once every 90 days by accomplishing a self-conducted proficiency flight as described in CAPR 60-1, ATTACHMENT 7.



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GPS Simulator

The following was gotten from a Texas Wing web site and can be helpful when using the GX55 GPS Simulator. All Georgia Wing aircraft are equipped with this GPS.

GPS Training - GX55 Download able Simulator

You can now practice using the Apollo GX55 GPS that is standard in GAWG aircraft. The simulator program (basic version) is free and can be downloaded to your PC from the Internet.

It installs easily and there are plenty of helps available to be viewed or printed. The installed and expanded program takes about 4.5 mega bytes of hard drive space. It runs on any Windows 95 or higher operating system.

To Download the simulator:

Use your Internet browser program to download the [GX55 GPS Simulator](#)

Scroll down and click on [GX Simulator Basic](#) w/Americas database

Save as GXSimulator-Basic-Americas

Follow the instructions as the program is loaded and installed on your computer.

Suggestion: Use appropriate Folder/File names when prompted...used the suggested defaults and had no problems.

To Run the GX55 Simulator:

From your desktop, press the **START** button

Point to **Programs**

Point to **II Morrow GX Simulator**

Click on **GX Simulator (Basic)**

The first time thru, I suggest clicking on the **Help** button and printing the **Simulator Procedure Summary**

Click on the **ON/OFF** switch the program will begin

Click the **ON/OFF** button to stop the program

Other items suggested to print for reference:

Simulator controls

Simulator menu items

Creating a flight plan

Activating a flight plan

Any other helps needed

Other suggestions:

If you are flying a long flight plan, increase you airspeed (up to 990 kts.) to get more rapid results. This is designed for GPS training not as a flight simulator. Note that the **Large and small knobs** may be turned to the left with the left mouse button and turned to the right with the right mouse button.